



Northwest Vintage Stockcars

Mission Statement

The Goal of the Northwest Vintage Stockcars is to replicate the heritage of stockcar racing that was once the grassroots of innovation and competition. The series will be a display of drivers showcasing their stockcars in a competitive, sportsman like atmosphere. This will create a positive and respectful relationship between racers and fans alike, while recreating stockcar racing in the Northwest from the 50's, 60's, and 70's.

General

- 1) Driver eligibility- Board of Directors will have final approval of all drivers. All N.W.V.S.C drivers must be dedicated to vintage racing. This means drivers are not permitted to drive in any current late model type series while participating in the vintage class.

- 2) All decisions or interpretations of the following rules and the enforcement of those rules by N.W.V.S.C officials will be final.
- 3) To protect both cars and drivers, rough driving will not be tolerated. Any on track contact can be subject to penalties or suspension from participating in future vintage racing events.
- 4) Any car that shows up at the race track that does not meet the rules set forth by the N.W.V.S.C association will not be allowed to participate.
- 5) N.W.V.S.C. reserves the right to alter or amend these rules and regulations in the interest of safety, cost control, and fair competition. It is the responsibility of each competitor to read and understand the content of these rules. If there is a disagreement or a dispute regarding the meaning or application of the rules, the decision of the N.W.V.S.C's Chief Technical Inspector shall prevail.
- 6) No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which the N.W.V.S.C. short track events will be governed.

Section 1

Chassis and Drivetrain

- 1) Perimeter frame and cage racecars must weigh a minimum of 2800 pounds with the driver.
- 2) Straight rail frame and cage racecars must weigh a minimum of 3000 pounds with the driver.
- 3) 58% left side weight for both perimeter and straight rail cars.
- 4) No Titanium, exotic materials, carbon fiber, or composite products, parts or components allowed on the racecar unless specified in the rules.
- 5) Minimum 105-inch wheel base.

- 6) Frame and roll cage must meet or exceed NASCAR specifications for size, wall thickness and strength.
- 7) No unibody framed cars will be allowed to run unless they are placed on a full tube style frame.
- 8) Standard type transmissions only will be permitted.
- 9) No automatic transmissions allowed.
- 10) Multi-disk clutches are permitted.
- 11) Drive shaft must be surrounded by two safety hoops.
- 12) Drive shaft must be steel or aluminum, no carbon fiber drive shafts permitted.
- 13) Ford 9" floater or quick change rear-ends are required and are mandatory.
- 14) Cambered rear ends are allowed.
- 15) Any shock is allowed.
- 16) Bump stop suspensions are not allowed.
- 17) Disc brake rotors will be magnetic cast iron or cast steel round rotors. No floating or scalloped rotors allowed.
- 18) Each brake caliper mounting bracket must mount solid to the rear axle housing or front spindle.
- 19) Brakes must be operational on all four wheels at all times.
- 20) Any brake cooling holes for ducting must be through the front bumper.
- 21) Engine will be located so the forward most spark plug is no more than 2 inches behind the centerline of the upper ball joint.
- 22) Engine will be no more than 1 inch offset to the left from the centerline of the chassis.
- 23) 8-inch crank height measured at crankshaft centerline.
- 24) Steel Wheels required with a 10-inch maximum width.
- 25) Air pressure bleeders are allowed.

- 26) 5 on 5 or wide 5 hubs allowed. 5 on 5 recommended to look more vintage.
- 27) Only aftermarket front spindles and hubs purchased from a qualified racing supplier allowed.
- 28) Any approved muffler or mufflers must be in place during events and capable of maintaining a maximum of 95 decibels at 100 feet when required.

Section 2

Fuel Cell and Fuel System

- 1) Fuel cell is mandatory and only foam filled, soft type bladders are allowed; 22-gallon maximum.
- 2) No plastic fuel cells allowed.
- 3) Fuel Cell must have a minimum ground clearance of 8 inches and be centered between the rear frame rails (1-inch offset allowed).
- 4) Fuel cell must be mounted securely behind the rear axle of the car.
- 5) All cars must have a safety bar at the rear of the fuel cell.
- 6) Fuel cells must have approved rollover valve.
- 7) The vent must exit out the rear of the car and be above the top of the fuel cell.
- 8) Fuel cell bladder must be within 7 years of manufactures date on bladder.
- 9) Fuel cell must be encased in a container of not less than 22 gauge or .032 thick material.
- 10) Fuel cell container must be painted red.
- 11) A steel frame work made from 1 inch square tubing with .065 wall required. A minimum of two tubes lengthwise and two tubes crosswise must completely surround the fuel cell.

- 12) Only metal fuel filter may be used. No plastic or glass filters permitted.
- 13) Mechanical fuel pump only mounted in stock location. No electric fuel pumps allowed.

Section 3

Engine

- 1) Cast Iron generation 1 small block V 8's only. No LS engines.
- 2) Aftermarket iron blocks are allowed.
- 3) Any bore and stroke combination allowed.
- 4) Any camshaft is allowed.
- 5) Any in line valve cylinder head allowed.
- 6) Any single four barrel aluminum intake is allowed.
- 7) Any carburetor is allowed. No Fuel injection or TBI.
- 8) 1 inch carb spacer only.
- 9) No nitrous, turbo chargers or superchargers.
- 10) No alcohol.
- 11) Dry sump systems allowed.
- 12) Any ignition allowed.
- 13) Any compression allowed.
- 14) Any air filter allowed.

Section 4

Bodies

- 1) Bodies must be American made from 1955-1975. Original dimensions of all steel body panels must remain as manufactured,

- except changes for tire clearance. No chopped roofs or altered body shape allowed.
- 2) No El Caminos, Rancheros, Station Wagons, Convertibles, or Compacts.
 - 3) No fiberglass or composite body parts.
 - 4) Stock rocker panels, no side skirts.
 - 5) Stock Steel bumpers, front and rear, no air dams or ground effects allowed.
 - 6) Rear spoiler not to exceed 5 inches in height, attached to the trailing edge of the trunk lid. Spoilers can be no wider than the deck lid. No forward-facing lips or wicker bills on top edge of the spoiler. No side panels on spoiler. No wings allowed.
 - 7) No roof rails.
 - 8) Polycarbonate windshields with a minimum thickness of 1/8".
 - 9) No vent windows or side windows.
 - 10) Polycarbonate windshield must be strapped with a minimum of two 1 inch wide aluminum straps, inside and outside of windshield.
 - 11) Polycarbonate rear windows must be strapped with two 1 inch wide aluminum straps on the outside of the window.
 - 12) Cars must be neat appearing and maintain quality paint and body work from week to week. It is recommended that lettering and numbers be applied by a sign painter to replicate the vintage look. Car numbers must contrast with the body color.
 - 13) No nerf bars or rub rails.
 - 14) No belly pans or any type of enclosure on bottom of cars will be permitted.
 - 15) All body panels must be solid. No holes, slots, or air gaps are permitted.

- 16) If the original racecar had a hood scoop or air cleaner through the hood it will be allowed. This must be verified by a photo. Otherwise all other hoods must be flat with no holes or scoops.

Section 5

Safety

- 1) All cars must be equipped with an approved 5-point or 6-point seat belt system no older than 5 years.
- 2) All driver seats must be supplied by a licensed manufacturer of seat and safety equipment. Multi-layer aluminum seat must be approved by the series officials.
- 3) It is recommended that all seats are full containment style.
- 4) Seat and seatbelts must be securely fastened to the racecar frame.
- 5) Head and neck restraint systems required.
- 6) Full face helmets with a current SFI or Snell rating required. "M" type not allowed.
- 7) Driver uniform must be multi-layer, full coverage, one or two-piece fire retardant uniform specifically designed for racing. Nomex gloves, socks and racing shoes are mandatory.
- 8) A fully charged five pound on board fire system with a minimum of two nozzles mandatory. Bottle must be re-certified or replaced every two years.
- 9) Window nets required. No more than 5 years old and must have S.F.I. label.
- 10) Two-Way radio communication between driver and crew is mandatory whenever car is on the track.
- 11) Rear view mirrors are mandatory. A required 4-inch maximum diameter left side mirror must not extend outside the body.

- 12) A one quart radiator overflow catch tank is required on all cars.
Catch tank must have a vent hose at the base of windshield on the right side.
- 13) No antifreeze, water wetter permitted.
- 14) Roll bars must be padded anywhere the driver may come in contact with the bars.
- 15) All lead weights must be painted white with your car number on each piece.
- 16) No batteries to be mounted in the driver's compartment.
- 17) One battery disconnect must be installed to the negative battery cable and should be within reach of the driver.
- 18) A minimum 1/8-inch-thick steel intrusion plate on the driver side door bars is mandatory. Individual plates between door bars are permitted but must be fully welded.
- 19) Quick release coupling on the steering wheel is required.
- 20) Interior sheet metal must be 20-gauge steel for front and rear fire wall. The remaining interior panels must be .032 aluminum.